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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

7095

COUNTRY China

DATE: 25X1X

INFO. [REDACTED]

SUBJECT Economic Information: Condition of Railroad
between Nankou and Kalgan

DIST. 29 January 1947

PAGES 2

SUPPLEMENT

ORIGIN [REDACTED]

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1. Nankou (116-06,40-14) to Kangchuang (115-50-40-22)

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Source traveled by train, and reports that the new stretch of track between these two towns is complete, but is of temporary construction. Bridges are made of piles of ties. Sleepers are still lacking stone fill to keep them firm; they are unevenly laid and are insufficient in number. Freight cars have been converted to telephone and wireless stations. At various points along the line source observed overturned and fire-gutted freight cars which had lain there since the previous May.

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2. Kangchuang

The railroad station is badly damaged, but is under repair. Source observed that doors and windows had been removed from the station. (He was informed by the station master that the Communists had done this. [REDACTED] Rail installations were damaged. (Source was informed by the station master that this was a result both of Nationalist bombing and Communist demolitions. The latter took the form of pulling up rails and burning sleepers. [REDACTED] There was a total of 50 cars at Kangchuang, mostly empty, but some loaded with rails and sleepers. Trains arriving from Huailai (115-45,40-20) carried both civilian and military traffic, but not full loads. [REDACTED] engineers who were supervising rail repairs; they appeared to source to be efficient and hardworking; one of them had had a year's experience on an American railroad. (This man said that because of the deserted condition of Kangchuang, laborers to repair the railroad have been imported from Peiping and Kalgan. Some soldiers are also being used. [REDACTED] 25X1X

25X1X 3. Kangchuang to Huailai (115-42,40-22)

a. Source, traveling by train, observed a total of about 40 cars at various points along this stretch of line. At Huailai he observed about 50 cars at the railroad station.

b. The railroad station suffered the same sort of damage as that at Kangchuang as a result of Nationalist bombings and Communist demolitions. Other buildings in the vicinity are generally undamaged except for the removal of doors and windows.

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PDA Memo, 4 Apr 77

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Date: 17 APR 1978 By: [REDACTED]

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4. Huailai to Hsiahuyuan (115-15,40-28)

25X1X Trains are apparently not running along this stretch, as source made the trip by truck. [REDACTED] this stretch of railroad was "only about one-fourth destroyed", and was not so bad as the part between Hsiahuyuan and Hsuanhua. He stated that a gang of repairmen is working from Huailai toward Hsiahuyuan and hopes to meet a similar gang which is working eastward from Hsuanhua toward Hsiahuyuan. He further stated that repairs made to date are purely of an emergency character, the bridges being temporary ones. Permanent restoration will have to await some indefinite future date. [REDACTED] At Hsiahuyuan the railroad station and yard sustained the same sort of damage as previously observed at other rail towns. The water tower is toppling badly.

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5. Hsiahuyuan to Hsuanhua (115-01,40-37)

25X1X [REDACTED] had some opportunity to observe the railroad en route. Many of the bridges were blown; many rails pulled up; many power poles knocked down, burned, or smashed; power lines were cut; ties were burned, or in some cases simply removed and placed in piles. (Persons in the area stated that the Communists had done this with the intention of burning them, but for some reason failed to set them on fire. [REDACTED] Note: Reference is made to the statement of the engineer in paragraph 4.) Source observed that the railroad was undergoing repairs. Many gangs of repairmen were in evidence, and laborers were seen cutting down trees for ties. Trainloads of ties and rails and truckloads of repair materials were in evidence. The railroad stations at Hsuanhua and Shalingtzu (114-56,40-41) are badly damaged.

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6. Kalgan to Tatung

According to the engineer reported in paragraph 2, this line is severely damaged and restoration will require two months. Gangs are working from both directions. Most of the rails can be unbent, but some new rails and sleepers will be required.

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